The China Mail.

Established February, 1845.

VOL. XLII. No. 7289. 英一千八百八十六年十二月廿一號 HONGKONG, TUESDAY, DECEMBER 21, 1886. 丙戌年十一月廿六日 PRICE, $2 PER MONTH.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1886. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,..................	$7,500,000
RESERVE FUND,.....................	$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS,........	$ 200,000
RESERVE LIABILITY OF PROPRIETORS,........	$7,500,000

COURT OF DIRECTORS.
Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. BELL IRVING. | H. HOPPIUS, Esq.
C. D. BOTTOMLEY, Esq. | E. H. M. HUNTINGTON, Esq.
W. H. F. DARBY, Esq. | Hon. A. P. MCEWEN.
H. L. DALRYMPLE, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong,......THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
Shanghai,......EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, August 28, 1886. 947

Notices of Firms.

NOTICE.

DR. R. H. KIMBALL will TAKE CHARGE of my DENTAL PRACTICE in Hongkong until further Notice.

H. H. WINN.

16, BANK BUILDINGS,
Hongkong, December 20, 1886. 2420

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

MR. A. O'D. GOURDIN has been appointed MANAGER of the Company from this date.

BY ORDER.

Hongkong, December 20, 1886. 2418

NOTICE.

WE Have authorized Mr. ED. MILLER to SIGN BILLS OF LADING in our Name from this date.

SIEMSSEN & Co.

Hongkong, November 29, 1886. 2274

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agents, with Approval of the Consulting Committee, will on the 1ST JANUARY, 1887, ISSUE INTEREST WARRANTS of $5 per SHARE, Payable at the HONGKONG AND SHANGHAI BANK, the same being at the Rate of 10 PER CENT. per Annum on the Paid-up Capital of the Office for the year 1886, and Notice is hereby given that in Order that the same may be adjusted, the Transfer BOOKS of the Office will be CLOSED from the 18th to the 31st Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 15, 1886. 2386

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 22nd Inst. until the 7th Proximo, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, December 17, 1886. 2398

Entertainment.

THEATRE ROYAL,
CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

THE SECOND PERFORMANCE OF THE SEASON will take place ON

THURSDAY,

the 30th December, 1886, at 9 p.m.,
When will be performed
A MUSICAL SKETCH,
by
GEO. GROSSMITH, JUNR.,
entitled:

'CUPS AND SAUCERS,'

AND
A COMEDIETTA IN TWO ACTS,
by
J. MADDISON MORTON,
entitled:

'OUR WIFE.'

Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., on and after *Friday*, 24th December, at 9 a.m.

H. M. THOMSETT,
Hon. Secretary.

Hongkong, December 20, 1886. 2422

Auctions.

PUBLIC AUCTION.

MR. G. R. LAMMERT has received instructions to Sell by Public Auction, on

THURSDAY,

the 23rd day of December, 1886, at 3 o'Clock p.m., at the Premises,—

A VALUABLE LEASEHOLD PROPERTY,

Situate in QUEEN'S ROAD CENTRAL, Victoria, Hongkong, being Portion of MARINE LOT No. 2, abutting on the North side thereof on Marine Lots Nos. 2C and 2B and measuring thereon 124 feet and 1 inch or thereabouts, on the South side thereof on Queen's Road and measuring thereon 121 feet and 5 inches or thereabouts, on the East side thereof on other portions of the said Marine Lot No. 2 and measuring thereon respectively 86 feet and 7 inches and 23 feet or thereabouts, and on the West side thereof on Marine Lot No. 3 and measuring thereon 111 feet or thereabouts, which said Premises contain an Area of 13,535 square feet, and are intended to be registered in the LAND OFFICE as SECTION *B* of MARINE LOT No. 2, and are held for the unexpired residue of a term of 981 years.

The Property will be Sold in *One Lot* subject to all rights of way and to the Annual Payment of $238.22, the proportion of Crown Rent payable in respect thereof and is Sold subject to the present Tenants of the Property remaining at their option until the 31st March, 1887, and the Purchaser will not be able to give them Notice to vacate the Premises before that date.

For Plan and further Particulars of the Property and Conditions of Sale, apply to

WOTTON & DEACON,
Solicitors for the Vendor,
35, Queen's Road,
Hongkong;
or to
G. R. LAMMERT,
Auctioneer,
Hongkong.

Dated 10th December, 1886. 2349

PUBLIC AUCTION OF OLD CHINESE PORCELAINS AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 24th December, 1886, at 2 p.m., at his Sales Rooms, Duddell Street,—

A VERY CHOICE AND VALUABLE SELECTION OF

OLD CHINESE PORCELAINS AND CURIOS,

Collected from MANDARINS' HOUSES at the City of Pekin and the Northern Provinces, and comprising:—

VERY FINE SPECIMENS of PORCELAINS, &c., of the MING DYNASTY, the REIGNS of KANG-HI, YUNG-CHING and KIEN-LUNG, as FIVE-COLOURED VASES, JARS, DISHES, BLUE and WHITE, SANG DE BŒUF, FLAMBE, DITTO, HAWTHORN JARS, BLUE, YELLOW and GREEN BOTTLES and JARS, AGATE BASINS, FINE IMPERIAL VASES and JARS, OLD BRONZES, PEKIN ENAMELS, OLD SILK EMBROIDERIES, PANEL SCREENS, FINE MING CRACKLE JARS and BASINS, BAMBOO CARVINGS, and OTHER CURIOS.

The above will be on view on *Wednesday next*, and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, December 17, 1886. 2402

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 5th January, 1887, on Board, at Noon,
(Unless previously Sold by Private Contract),

THE BRITISH STEAMER
PARTRIDGE,

of $\frac{251}{162}$ TONS REGISTER, 71 H.P., built in 1884, and classed 100 *A* 1 at LLOYDS, as she then lies in this Harbour, with all her TACKLE and APPURTENANCES.

For further Particulars, apply to the CAPTAIN on Board, or to

G. R. LAMMERT,
Auctioneer.

Hongkong, December 10, 1886. 2389

Business Notices.

Christmas Cheer!!

LANE CRAWFORD & Co.

HAVE RECEIVED A NEW STOCK OF

OILMAN'S STORES

— AND —

HOUSEHOLD GROCERIES,

including the following

SEASONABLE DELICACIES:—

SOUPS:—Real Turtle, Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli, Hotch Potch, &c., &c., &c.

FISH:—Sardines in Oil, Citron, Tomatoes, and Butter; Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind Fish, Macassar Red Fish, Harengs and Maquereaux au vin Blanc, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c. PATENT PRESERVED LAX.

GAME AND PATTIES:—Galantine of Game, Boar's Head, Wild Duck, Paté de Foies Gras, assorted Game and English Patties, Rabbit and Onions, French Patês, Grouse, Truffled Chicken in Jelly.

TONGUES:—Smoked, Collared, Picnic, Lunch, Spiced, Paysandu, Pig's, Russian Ox.

SUNDRIES:—Apple Sauce, Brawn, Essences, Pig's Feet, Sage-and-Onion Stuffing, Tripe, Potted Meats, Candied Peels, Currants, Raisins, Spices, Curries, Chutnies, French and English Vegetables, Black Leicestershire Mushrooms, Pickles, Tabasco Sauce, Flavoured Jellies, Salad Cream, French Vinegar, French Mustard Stuffed Olives, Westphalia Sausages, Lyons' Sausages, Beart's Suffolk Bacon, &c., &c.

DESSERT FRUITS:—Fruits in Syrup, Noyeau and Brandy; Crystallized French Plums, Jordan Almonds, Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits.

NEW SEASON'S MUSCATELS, SMYRNA FIGS AND ELVAS PLUMS.

NUTS:—ALMONDS IN SHELL, BRAZIL, AND BARCELONA.

PLUM PUDDINGS AND MINCEMEAT.

HUNTLEY AND PALMER'S CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE:—GORGONZOLA, STILTON, GLOSTER, ALBERT, AND AMERICAN.

HUNTLEY AND PALMER'S 'CHRISTMAS' AND ASSORTED BISCUITS.

FRENCH AND ENGLISH CONFECTIONERY!

FANCY CHOCOLATES AND CHOCOLATE CREAMS.

BON-BONS.

ALSO,
WINES AND SPIRITS,
All First Class Brands,
(for Details see December Wine List).

CHAMPAGNE:—AYALA & Co.'s—(L., C. & Co. assert this to be the Finest Brand of Champagne imported into Hongkong),—Quarts, $21.00; Pints, $23.00.

SHERRIES:—SACCONE'S & CUTLER PALMER & Co.'s.

CLARETS:—L., C. & Co.'s, and ADET SEWARD & Co.'s.

PORTS:—CUTLER PALMER & Co.'s, and L., C. & Co.'s own 'Red Seal.'

BURGUNDIES:—ADET SEWARD & Co.'s & CUTLER PALMER & Co.'s.

HOCKS:—CUTLER PALMER & Co.'s, and Californian.

BRANDIES:—Hennessey, Courvoisier, Exshaw, & L., C. & Co.'s.

WHISKIES:—L., C. & Co.'s 'Special Blend,' Teacher's Highland Cream, Napier Johnstone's, Bulloch Lade's, Dunville's, The Carlton, and Kellars' Old Rye.

RUM:—Demerara and Old Jamaica.

GIN:—Swaine Boord's Old Tom and Van Hoboken's Geneva.

ALE and PORTER:—(L., C. & Co.'s special agencies)—Foster's and Bulldog Brands of Bass's Ale and Guiness's Stout, and Clausen's Champagne Lager Beer.

BITTERS:—Angostura, Beker's, Orange, Chiretta, Bolivar.

LIQUEURS:—Benedictine D.O.M. (specially recommended), Chartreuse, Curacao, Maraschino, Noyeau, Cherry Brandy, Ginger Brandy.

VERMOUTH:—Torino (L., C. & Co., special agents) and Noilly Prat's French.

CIGARS.

L., C. & Co. confidently recommend their special make of Cigars 'THE MANILAS' as being the best possible brand of Manila Cigars procurable: they are made of pure Isabela and Cagayan Tobacco and contain no flavouring oils or adulteration. The immense quantity sold since this Cigar was first introduced by L., C. & Co. speaks for its great appreciation by all smokers here and at home.

SEE OTHER ADVERTISEMENTS IN THE LOCAL PAPERS.

LANE, CRAWFORD & Co.

Hongkong, December 20, 1886. 2419

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ARE SHOWING
A CHOICE SELECTION OF

OVER COATINGS,

to which they INVITE the attention of their Customers.

SPECIALTY

Superfine Black Cloth Dress Suit,

$30.00.

Hongkong, December 1, 1886. 2283

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

CHRISTMAS 1886.

W. POWELL & Co. respectfully call attention to their LARGE and EXTENSIVE STOCK OF

Toys! Toys!! Toys!!!

TOYS of every description suitable for BOYS and GIRLS.
Over 3:0 DOLLS to select from.
Special advantages offered to Purchasers of $10.00 worth.
CHRISTMAS TREE Parcels $10.00, $15.00, $20.00, $25.00 made up and numbered in 24 hours' notice.

W. POWELL & Co.

Hongkong, December 15, 1886. 2376

Business Notices.

Chas. J. Gaupp & Co.

HAVE JUST RECEIVED A SPLENDID SELECTION OF

DIAMOND & GOLD JEWELLERY

SUITABLE FOR

CHRISTMAS AND NEW YEAR PRESENTS:

DIAMOND NECKLETS. | DIAMOND RINGS.
DIAMOND PENDANTS. | DIAMOND SCARF RINGS.
DIAMOND BRACELETS. | DIAMOND SCARF PINS.
DIAMOND BROOCHES. | DIAMOND STUDS.
DIAMOND EARRINGS. | DIAMOND COLLAR BUTTONS.

A Magnificent DIAMOND BROOCH LILY—Price, $4,000.

Also,

A very Large Invoice of DIAMONDS, from ½ to 5 Carats, 1st Class STONES specially selected and bought very favourably in PARIS.

GOLD NECKLETS. | GOLD SCARF RINGS.
GOLD LOCKETS. | GOLD SCARF PINS.
GOLD BRACELETS. | GOLD SIGNET RINGS.
GOLD BROOCHES. | GOLD ALBERT CHAINS.
GOLD EARRINGS. | GOLD PENCIL CASES.
GOLD LACE PINS. | GOLD SEALS & COMPASSES.

A very fine Selection of PEARL JEWELLERY—the Latest Novelties.

Gold and Silver WATCHES of the best quality in a large variety.

GILT CARRIAGE AND DRAWING-ROOM CLOCKS.

SILVER and ELECTRO-PLATED WARE by the best Manufacturers.

SILVER RACE CUPS.

Hongkong, December 4, 1886. 2308

THE BON MARCHE.

(*CHEAP MARKET.*)

ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, *At Cash Prices and for Cash only.*

PIPES, | WATCHES,
TOBACCOS, | MUSICAL INSTRUMENTS,
CIGARS, | ALBUMS,
BOOKS, | KNIVES,
NOVELS, | CUTLERY,
MUSIC, | LEATHER GOODS,
CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

KELLY & WALSH, LD.,

HAVE RECEIVED

CHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Bret Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured Picture 'Little Miss Muffet.'

XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Bull Dog and Butterfly,' and large coloured Picture 'Yoicks, Tally Ho!'

XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS.

ILLUSTRATED LONDON NEWS ALMANACK 1887.

IMPERIAL ENGLISH AND CHINESE DIARY 1887; Foolscap size, 3 days to a page, interleaved with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, and G. N. Co.'s Telegraph Rates, Chinese Holidays, and Festivals, Wages Table in Dollars and Taels—Price, $1.

IMPERIAL ENGLISH AND CHINESE DATE BLOCK 1887, superseding in get-up and legibility all Anglo-Chinese Date Blocks, previously issued—Price, 75 Cents.

LETTS' DIARIES and DATE BLOCKS.

Boys' OWN ANNUAL—Girls' OWN ANNUAL—EVERY BOY'S MAGAZINE—EVERY GIRL'S MAGAZINE—Harper's YOUNG PEOPLE—CHATTERBOX—Children's FRIEND—Infant's MAGAZINE—LITTLE WIDE AWAKE, and all the best Children's VOLUMES FOR THE YEAR.

KELLY & WALSH, LIMITED, HONGKONG. 2333

Intimations.

HONGKONG PUBLIC SCHOOL.

THE DISTRIBUTION of PRIZES to the PUPILS of the above School will take place at ST. PAUL'S COLLEGE on WEDNESDAY, the 22nd Instant, at Noon.

His Excellency the Administrator has kindly consented to preside.

The attendance of Parents, Friends, and those interested in education is INVITED.

Hongkong, December 17, 1886. 2400

TENDERS are INVITED for the SUPPLY of One JUNK with STEAM PROPELLOR for Navigation on the Upper Red River, Tonkin.

The proposed contract with descriptions, specification, etc., etc., and also a model of the Junk are kept at the FRENCH CONSULATE, where further Particulars can be obtained by parties wishing to tender.

J. RIGAREAU,
Acting Consul for France.

December 15th, 1886. 2384

KUHN & Co.'s

JAPANESE ART TREASURES will shortly be

EXHIBITED

in Hongkong at the

NEW PREMISES

IN

BANK BUILDINGS, opposite the HONGKONG HOTEL.

Hongkong, December 14, 1886. 2375

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 56

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Telemachus,* Captain JONES, will be despatched as above on SATURDAY, the 25th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 16, 1886. 2391

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Iphigenia,* Captain VOLKMER, will be despatched for the above Ports on MONDAY, the 27th Inst., at 10 a.m.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, December 17, 1886. 2399

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Pandora,* Captain P. MERTA, will be despatched as above on the 4th January, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, December 18, 1886. 2407

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa,* Captain POCOCK, will be despatched for the above Ports on WEDNESDAY, the 22nd Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 20, 1886. 2411

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.)*

The Steamship *Guthrie,* Capt. SHANNON, will be despatched for the above Ports on WEDNESDAY, the 22nd Inst., at Noon.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, December 9, 1886. 2337

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA.

(Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITERRANEAN, ADRIATIC and LEVANTINE PORTS; ALEXANDRIA, ODESSA, MARSEILLES, and also to BUENOS AYRES, MONTEVIDEO, VALPARAISO and CALLAO.)

The Co.'s Steamship *D. Balduino,* Capt. G. DODERO, will be despatched as above on THURSDAY, the 23rd Instant, at 3 p.m.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, December 18, 1886. 2410

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Priam,* Captain BUTLER, will be despatched as above on FRIDAY, the 24th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 20, 1886. 2414

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Ulysses,* Capt. BREMNER, will be despatched as above on SATURDAY, the 25th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 20, 1886. 2417

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenavon,* Captain GASSON, will be despatched as above on or about the 27th Instant.

This Steamer has superior Accommodation for Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, December 17, 1886. 2405

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Denbighshire,* W. CUMING, Commander, will be despatched for the above Ports on WEDNESDAY, the 29th December.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, December 20, 1886. 2421

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L*.1.1. Amer. Schooner *Haroldine,* TIBBETTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, December 6, 1886. 2321

FOR SAN FRANCISCO.

The 3/3 *L*.1.1. American Ship *Harvester,* TAYLOR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, December 4, 1886. 2310

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that a General MEETING of the Company will be Held at the COMPANY'S OFFICES, No. 36, Queen's Road Central, on THURSDAY, the 23rd December, 1886, at 11 o'Clock Forenoon.

MACEWEN, FRICKEL & Co., *General Managers.*

Hongkong, December 8, 1886. 2335

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at *Cheap Rates.* Also COALS in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES, *Agent,* Pedder's Street.

Hongkong, February 17, 1886. 331

Notices to Consignees.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE S.S. *Glengyle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY, the 20th Instant.

Cargo remaining undelivered after the 27th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, December 20, 1886. 2412

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taisang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 27th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, December 20, 1886. 2413

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGAPORE.

THE Steamship *Benalder*, Captain Ross, HAVING ARRIVED from the above Ports, Consignees of Cargo are hereby requested to SEND IN THEIR BILLS OF LADING FOR COUNTERSIGNATURE by the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from alongside. CONSIGNEES OF RAILROAD IRON are particularly requested to TAKE DELIVERY from Steamer IN THEIR OWN BOATS, failing which the Captain will not be responsible for any mixing of different lots that may arise from otherwise discharging same.

The Steamer is berthed at the KOWLOON PIERS, and any Cargo impeding her discharge will be landed into the Godowns and stored at Consignees' risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. TO-DAY, the 17th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th Instant will be subject to rent. All Claims must reach us before 4 p.m. of the 27th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, December 17, 1886. 2404

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Bantam* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *Agents.*

Hongkong, December 16, 1886. 2394

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Lydia*, Captain Voss, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, the 17th Instant, at Noon.

Cargo remaining undelivered after the 23rd Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSSEN & Co., *Agents.*

Hongkong, December 17, 1886. 2393

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 22nd December, 1886, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN ASSORTMENT OF JAPANESE WARE, comprising:—

SATSUMA, KANGA, KIOTO, IMARY, and TOKIO VASES, JARS, INCENSE BURNERS, PLATES, BOWLS, TEA AND COFFEE SETS, EGG-SHELL WARE, ENAMELLED WARE, GOLD and SILVER INLAID BRONZES, IVORY INLAID PANELS, EMBROIDERED SCREENS, EMBROIDERIES, and BLACKWOOD INLAID CABINETS. &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, *Auctioneer.*

Hongkong, December 21, 1886. 2430

ST. JOHN'S LODGE OF HONGKONG, No. 618, S. C.

AN Emergency MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on THURSDAY EVENING, the 23rd Instant, at 8.30 p.m. VISITING BRETHREN are cordially INVITED.

Hongkong, December 21, 1886. 2432

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th January, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, December 21, 1886. 2426

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(*Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTSZE.*)

The Co.'s Steamship *Fooksang*, Captain HOGG, will be despatched as above TO-MORROW, the 22nd Instant, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, December 21, 1886. 2425

FOR SHANGHAI.

The Steamship *Yangtsze*, Capt. F. SCHULZ, will be despatched for the above Port on THURSDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, December 21, 1886. 2428

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Taisang*, Captain DAVIES, will be despatched for the above Ports on FRIDAY, the 24th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, December 21, 1886. 2423

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE.

The Co.'s Steamship *Bantam*, Capt. SCHOLTEN, will be despatched as above on or about the 27th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *Agents.*

Hongkong, December 21, 1886. 2424

THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND MELBOURNE.

(*Taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.*)

The British Steamer *Cairngorm*, Captain PEARSE, will be despatched as above at Daylight on FRIDAY, the 31st Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, December 21, 1886. 2429

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Patroclus*, Capt. THOMPSON, will be despatched as above on SATURDAY, the 1st January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, December 21, 1886. 2427

CHRISTMAS 1886.

THE Undersigned is now prepared to SUPPLY CHRISTMAS CAKES of the Best Quality weighing from 1lb to 10lbs ready on hand, and also MINCE PIES, ASSORTED CAKES, &c., &c., &c.

D. NOWROJEE.

Hongkong, December 21, 1886. 2431

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ADOLPH, German brig, Captain John Focke.—Schellhass & Co.

AIRLIE, British 3-masted schooner, Capt. B. Bright.—Master.

CLARO BABUYAN, British barque, Capt. Wm. Brown.—Wieler & Co.

ELSE, German brig, Capt. E. Schwartz.—Wieler & Co.

ENOS SOULE, American ship, Capt. J. T. Soule.—Master.

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young.—Gonsalves & Co.

HAROLDINE, Amer. 4-m. schooner, Capt. S. R. Tibbetts.—Russell & Co.

HILDA, British schooner, Capt. O. Olin.—Captain.

INGLESIDE, British barque, Capt. James Hayes.—Master.

JOHN C. POTTER, American ship, Capt. H. Curtis.—Order.

JOHN TRABEY, British ship, Capt. Thos. Ryan.—Messageries Maritimes.

SARAH HIGNETT, American ship, Capt. A. Morgan.—Ed. Schellhas & Co.

STRATHEDEN, British steamer, Capt. Wm. Hutton.—Arnhold, Karberg & Co.

TITAN, American ship, Captain C. H. Allyn.—W. Legge.

VENTURA, Spanish barque, Captain R. Estival.—Remedios & Co.

SHIPPING.

ARRIVALS.

December 21, 1886:—

Tamsui, British steamer, from Whampoa.

Falkenburg, German steamer, 983, W. Dreyer, Wuhu December 18, Rice.—MELCHERS & Co.

Glaucus, British steamer, 1,381, W. T. Hannah, Swatow December 20, General.—BUTTERFIELD & SWIRE.

Hailoong, British steamer, 277, J. S. Roach, Swatow December 20, General.—DOUGLAS STEAMSHIP Co.

Chi Yuen, Chinese steamer, from Whampoa.

Tantallon, British steamer, from Whampoa.

Yangtsze, British steamer, from Whampoa.

Fooksang, British steamer, from Whampoa.

Loire Inférieure, French steamer, 532, Pillivuyt, Haiphong December 17, General.—CARLOWITZ & Co.

DEPARTURES.

December 21:—

Alwine, for Hoihow.
Niobe, for Singapore and Hamburg.
Lydia, for Yokohama.
Ashington, for Kobe.
Falkenburg, for Whampoa.
San Pablo, for San Francisco.
Hydaspes, for Europe.
St. Petersburg, for Singapore.

CLEARED.

Glengyle, for Shanghai.
Stentor, for Amoy and Shanghai.
Namoa, for Coast Ports.
Glaucus, for Singapore and London.
Tamsui, for Shanghai.
Iduna, for Haiphong.
Melita, for Manila.
Ringhorn, for Callao.
Tantallon, for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Glaucus*, from Swatow, 850 Chinese.

Per *Hailoong*, from Swatow, Mr Smidt, and 109 Chinese.

Per *Loire Inférieure*, from Haiphong, 2 Europeans.

DEPARTED.

Per *Hydaspes*, from Hongkong: for Penang, Messrs A. H. Collins, and Foo Tye Sin; for Suez, General and Mrs L. H. Warren and 1 European maid; for London, Dr. A. L. Christie, R.N., and Capt. F. Mooney. From Shanghai: for Suez, Mr and Mrs de Cordora, and Master de Cordora, Mrs Dana and European servant; for Sydney, 3 Sikhs; for London, Rev. F. J. J. Smith. From Yokohama: for London, Mrs Anderson and 4 children, Messrs H. Hisashige, T. Kimakichi, W. B. Gingero, Miss Whitney, Mr S. H. Abbott, Rev. G. W. and Mrs Knox, 3 children and servant, Messrs Prescott and Martin. From Hiogo: for London, Rev. A. D. and Mrs Hail, and 2 children, and Miss Killey. From Nagasaki: for Singapore, Mr Moss, Capt. Blackburne, Messrs Landan, and A. Laplace.

Per *Niobe*, from Yokohama: for Hamburg, Mr and Mrs Schöning, and 2 Europeans.

Per *San Pablo*, for San Francisco, Miss H. Clarke, and 26 Chinese.

Per *Alwine*, for Hoihow, 30 Chinese.

TO DEPART.

Per *Teheran*, for Nagasaki: from Hongkong, Messrs C. E. Martin and W. M. Ross. For Yokohama: from London, Miss R. Rumble, Mr Littletates, Mrs Littletates, Miss Littletates, and Mr Walker.

Per *Glengyle*, for Shanghai, 9 Europeans.

Per *Stentor*, for Amoy, 100 Chinese.

SHIPPING REPORTS.

The British steamer *Glaucus* reports: Had moderate easterly winds and drizzling rain.

The British steamer *Hailoong* reports: Experienced fresh north and north-easterly winds, with thick rain to arrival in port. Steamers in port, *Alwine*, *Seyd*, *Soochow*, *Hoihow*, *Mongkut* and *Kwangsang*.

EXPORT CARGOES.

Per S. S. *City of Peking*, sailed 14th Dec.—For Yokohama, 8,748 bags Sugar, and 106 pkgs. Merchandise; for San Francisco, 36,345 bags Rice, 135 bags Coffee, 192 bags Tapioca, 25 bags Black Pepper, 3 cases Silks, 2 cases Crude Opium, 10 cases Nutmegs, 260 boxes Nut Oil, 92 bales Gambier, 10 pkgs. Cloves, 237 pkgs. Tea and 3,982 pkgs. Merchandise; for Portland, O., 1,100 bags Rice; for Victoria, B.C., 1,277 bags Rice and 41 pkgs. Merchandise; for Honolulu, 187 pkgs. Merchandise; for Acajutla, 6 cases Silks; for Panama, 2,300 bags Rice, 7 cases Silks and 329 pkgs. Merchandise; for Callao, 7 cases Silks; for Boston, 1 case Merchandise; for Chicago, 1 case Silks; for New York, 42 pkgs. Tea, 170 bales Raw Silks, 10 double-cases Raw Silk, 5 cases Silks and 8 pkgs. Merchandise.

POST OFFICE NOTICES.

MAILS will close:—

For SAIGON.—
Per *Velox*, at 11.30 a.m., on Wednesday, the 22nd inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, &c., &c.—
Per *Guthrie*, at 11.30 p.m., on Wednesday, the 22nd inst.

For AMOY & MANILA.—
Per *Don Juan*, at 1.30 p.m., on Wednesday, the 22nd inst.

For BANGKOK.—
Per *Taichiow*, at 1.30 p.m., on Wednesday, the 22nd inst., instead of as previously notified.

For SHANGHAI.—
Per *Fooksang*, at 2.30 p.m., on Wednesday, the 22nd inst., instead of as previously notified.

For HAIPHONG.—
Per *Iduna*, at 5 p.m., on Wednesday, the 22nd inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Teheran*, at 5 p.m., on Thursday, the 23rd inst.

For STRAITS AND CALCUTTA.—
Per *Taisang*, at 2.30 p.m., on Friday, the 24th inst.

For SINGAPORE.—
Per *Iphigenia*, at 9.30 a.m., on Monday, the 27th inst.

HOURS OF CLOSING THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure,—
5 P.M.—Money Order Office closes. Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure,—
7 A.M.—Post Office opens.
10 A.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M.—Mails closed, except for Late Letters.
11.10 A.M.—Letters may be posted with Late Fee of 10 cents until
11.30 A.M.—When the Post Office closes entirely.
11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon	Bantam (s)	Scholten	Jardine, Matheson & Co.	About December 27.
Genoa, &c.	D. Balduino (s)	G. Dodero	Carlowitz & Co.	December 23, at 3 p.m.
Hamburg, and Ports of Call	Oder (s)	Pfeiffer	Norddeutscher Lloyd	December 27, at noon.
Havre, &c., via Suez Canal	Iphigenia (s)	Volkmer	Siemssen & Co.	Dec. 27, at 10 a.m.
London, via Suez Canal	Ulysses (s)	Bremner	Butterfield & Swire	December 25
London, via Suez Canal	Glenavon (s)	Gasson	Jardine, Matheson & Co.	About December 27.
London and Hamburg	Denbighshire (s)	W. Caming	Adamson, Bell & Co.	December 29.
Marseilles, and Ports of Call	Amazone (s)	Bonnefoy	Messageries Maritimes	December 28, at noon.
New York	Haroldine	Tibbetts	Russell & Co.	Quick despatch.
San Francisco, via Yokohama	City of Sydney (s)		Pacific Mail S. S. Co.	December 30, at 3 p.m.
San Francisco, via Yokohama	Oceanic (s)		O. & O. S. S. Co.	January 11, at 3 p.m.
San Francisco	Harvester	Taylor	Russell & Co.	Quick despatch.
Shanghai	Fooksang (s)	Hogg	Jardine, Matheson & Co.	December 22, at 3 p.m.
Shanghai	Yangtsze (s)	F. Schulz	Siemssen & Co.	December 23, at 4 p.m.
Shanghai	Telemachus (s)	Jones	Butterfield & Swire	December 25.
Shanghai, via Amoy	Priam (s)	Butler	Butterfield & Swire	December 24.
Shanghai, via Amoy	Patroclus (s)	Thompson	Butterfield & Swire	January 1.
Singapore, Penang and Calcutta	Taisang (s)	Davies	Jardine, Matheson & Co.	December 24, at 3 p.m.
Swatow, Amoy and Foochow	Namoa (s)	Pocock	Douglas Lapraik & Co.	Dec. 22, at daylight.
Sydney and Melbourne, &c.	Guthrie (s)	Shannon	Russell & Co.	December 22, at noon.
Sydney and Melbourne	Cairngorm (s)	Pearse	Gibb, Livingston & Co.	Dec. 31, at daylight.
Trieste, &c.	Pandora (s)	P. Merta	O. Bachrach	January 4, at noon.

SHARE LIST.—QUOTATIONS. DECEMBER 21, 1886.

Stocks.	Nos. of Shares	Value.	Paid-up.	Position per last Report. Reserve.	Balance f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ [illegible]	all	$ 4,500,000 For equalisation of div. $ 200,000	$ 111,760.34	£2 div. ½-year to June 30, '86	164 % prem.
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ [illegible]	£ 5[illegible]	Tls. [illegible]	Tls. 406,132.00	Tls. 20 p. sh. for 1885	Tls. 270 per share
Yangtsze Insurance Company, Ld.	8,000	£ 2[illegible]	all	£ 50,000	Tls. 3,059.76	3½ for ½ yr. Dec. 31 1884	Tls. 115 "
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 575,000	$ 439,089.41	$31 p. sh. /84	$85
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % ℔ annum	$68 ex div.
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,406.00	10 % for 1885	$82½ " sales
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.5[illegible]	$ 2,858.89	6 % for 1885	$180 per share, nominal
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 283,482.55	$47.50 for '85	$410 "
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 566,700	$ 228,811.67	$ 6 for 1884	$86 per share
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$22
STEAMBOAT COMPANIES.							
HK. C. and M. Steamboat Co., Ld.	8,000	$ 100	all	$ 180,000	$ 12,850.74	6 % half year June 30/86	86 % prem.
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 142,370.01	$ 1151.13	8 %	$40, buyers
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	par
60,000 shares issued	31,212	£ 10	£ 10				
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	None	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	$ 18,000	$ 6,701.43	7 % half year and 2% bonus	$123 % prem.
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.3.[illegible]	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	...	$ 1,321.[illegible]1	$6 half year June 30 1886	$195 per share
China Sugar Company, Limited	9,000	$ 100	all	...	$ 13,451.51	None	$115 per share, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 30,000	$ 1,125.30	$12	$41 per share
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 690.66	$16	$120 "
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ 1,094.52	3 %	$53 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$5 " nominal
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$12 " buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$54 "
H. & M. Glass Manufacturing Co.	4,000	$ 50	all	...	First year	...	60 % discount
A. S. Watson & Co., Limited	3,800	$ 100	all	...	$ 372.95	6½ inter. divd. 6 months	$130, buyers
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	8 % prem.
LOANS.				Rates of Int.	Payable.		
Chinese Imperial 1881	8,565	Tls. 500	all	8 %	June 16 & Dec. 10	...	par
" " 1884 A	2790	$ 500	all	8 %	March 15	...	2 % prem.
" " 1884 B	2790	$ 500	all	8 %	June 30	...	7 % prem.
" " 1884 C	3189	$ 500	all	8 %	Oct. 15	...	8 % prem.
Chinese Imp. (Ch. Bank Loan) 1886	2790	$ 500	all	8 %	Jan. 18	...	3 % prem.

A. G. STOKES, *Share Broker.*

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.

Noon.—*Guthrie* leaves for Australian Ports.

3 p.m.—*Fooksang* leaves for Shanghai.

Auctions.

2 p.m.—Auction of Japanese Ware, &c., at Mr J. M. Armstrong's.

Miscellaneous.

Noon.—Annual Distribution of Prizes at St. Paul's College.

3 p.m.—Annual Distribution of Prizes at St. Joseph's College.

Transfer Books of Hongkong and China Gas Co., Limited, closed from this date to the 7th Proximo, inclusive.

A. S. WATSON & Co., LIMITED,

HAVE NOW RECEIVED THEIR SEASON'S SUPPLY OF CHRISTMAS CONFECTIONERY —AND— FIRST SHIPMENT OF *FANCY GOODS:—*

NEW PERFUMES,
NEW SWEETS, NEW CHOCOLATES,
CUT GLASS BOTTLES,
GLOVE AND HANDKERCHIEF BOXES,
BASKETS OF CONFECTIONERY,
CRYSTALLIZED FRUITS,
CRACKERS,
&c., &c., &c.

A. S. Watson & Co., Limited, *HONGKONG DISPENSARY.*

Hongkong, November 24, 1886. 2235

DEATH.

On the 20th December, at No. 11, Praya East, the Infant Daughter of J. H. GARRELS.

☞ *The publication of this issue commenced at 6.50 p.m.*

The China Mail.

HONGKONG, TUESDAY, DECEMBER 21, 1886.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

LONDON, 17th December, 1886.

A NO-RENT CONSPIRACY IN IRELAND.

Messrs. Dillon, O'Brien, Harris and Sheehy have been arrested for a conspiracy to obstruct the payment of Rents. They were remanded, bail being accepted.

LONDON, 18th December, 1886.

THE SUEZ CANAL.

Arrangements have been made for widening the Suez Canal.

THE MINISTERIAL CRISIS IN FRANCE.

The French Chambers have voted a temporary budget.

IRELAND.

Rigorous measures are being adopted in Ireland against any disturbance of the peace.

THE PROPOSED INCREASE IN THE GERMAN ARMY.

The German Parliament has adjourned for the recess without advancing the Army Bill.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Deepdale*, Oct. 26; *Vespasian*, 26; *Benglo*, *Berenice*, *Glencoe*, *Cassandra*, *Westmeath*, 30; *Japan*, *Glenogle*, Dec. 7; *Cardiganshire*, *Deucalion*, 14.

HOMEWARD BOUND:—*Havre*, November 16; *Oxfordshire*, 19; *Port Adelaide*, *Massalia*, 26; *Hector*, 30; *Benvenue*, *Glenorchy*, *Chingwo*, *Ægean*, *Antonio*, Dec. 3; *Agamemnon*, *Amphitrite*, *Glenfinlas*, 7; *Diomed*, 14.

The P. M. S. S. Co.'s steamship *City of Sydney*, with the AMERICAN MAIL of the 20th ult. on board, was to leave Yokohama on the 15th instant, at daylight, and may be expected here on or about the 21st inst.

The *Yangtsé*, with the FRENCH MAIL of November 19, will leave Saigon on Wednesday, the 22nd inst., at 11 a.m., and may be expected here on or about Sunday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on October 12th.

The O. S. S. Co.'s steamer *Priam*, from London, left Singapore on the 15th inst., and may be expected here on or about the 22nd instant.

The O. S. S. Co.'s steamship *Telemachus*, from Liverpool, left Singapore on the 16th inst., and may be expected here on or about the 23rd inst.

The Union Line steamer *Tetartos* left Saigon on the 20th inst., and may be expected here on or about the 24th inst.

The Austro-Hungarian Lloyd S. N. Co.'s steamer *Pandora*, from Trieste, left Singapore on the 18th instant, and may be expected here on or about the 26th instant.

The O. S. S. Co.'s steamship *Patroclus*, from Liverpool, left Singapore on the 21st inst., and may be expected here on or about the 29th inst.

The steamship *Japan*, from Calcutta, left Singapore on the 20th inst., and may be expected here on or about the 29th inst.

WE have to acknowledge from Messrs Guedes & Co., receipt of an Anglo-Chinese Calendar and handy Date Block for 1887.

MESSRS Butterfield & Swire inform us that the O. S. S. Co.'s steamship *Patroclus*, from Liverpool, left Singapore this morning for this port.

KAN LUN TIN, a butcher in Third Street, was charged at the Police Court to-day by Inspector Rae with sending a bullock in an advanced state of disease for slaughter. A fine of $50 was imposed.

THE Agent of the M. M. Co. informs us that the Co.'s steamer *Yangtsé*, with the next French mail, will leave Saigon for Hongkong to-morrow, Wednesday, at 11 a.m.

LUN ACHAK was charged at the Police Court to-day with obtaining 30 bales of cotton to the value of $600 by means of forging the chop of Yak Ali on the 2nd instant. The case was adjourned to permit of enquiries being made.

THE Honorary Secretary of the Al Fresco *Fête* informs us that he has received from Mrs Chalmers and Mrs Edge the sum of $40.38, being the proceeds of goods from England received too late for the Bazaar. The balance in the Bank for the benefit of the Alice Memorial Hospital is therefore now $9,000.

A CORRESPONDENT at Canton informs us that H. B. M.'s Consul there yesterday dismissed a case in which C. Limburgh, the Inspector of native police on Shameen, charged C. F. Alan, with assault. Defendant was, however, fined $5 and costs, or one week's imprisonment, for taking a policeman off his beat.

WE believe that five or six of the band concerned in plundering the house at Little Hongkong have been arrested by the Chinese Authorities at Kowloon City. They are to be tried, it is said, after the approved Chinese system and will doubtless find less mercy than they would have got from our English Courts.

THE Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, to-morrow evening, the 22nd inst., commencing at 7.30 o'clock. The following will be the programme:—

March	'Cavalier'	Newton.
Overture	'Le Fidele Berger'	Adam.
Valse	'Fusionen'	Strauss.
Polka	'Love Light'	Varney.
Selection	'Lucia di Lammermuir'	Donizetti.
Selection	'Falka'	Chassaigne.

JOHN MORAN, Bandmaster.

THE annual distribution of prizes will take place at St. Paul's and St. Joseph's Colleges to-morrow, the former at noon and the latter at three o'clock. H.E. the Acting Governor will preside at both distributions. At St. Joseph's College, the pupils will entertain their friends and visitors by performing a programme of music, recitations and a farce.

AMONG the passengers who left to-day by the English mail for Home may be noted the name of Dr A. L. Christie, who for the last three years has served here on board the *Victor Emanuel*. Dr Christie will be much missed, as unconsciously he had made for himself many friends here, and no enemies. As an enthusiastic Scot, he was ever prominent in the national celebrations which form a marked feature in Hongkong life. He carries Home the good wishes of many sincere friends for his future prosperity.

YESTERDAY a coolie in the employ of the Hon. A. P. MacEwen applied to Mr Mitchell-Innes for a summons against a certain 'fan-kwai,' or foreign devil, that being the only appellative by which he could describe the gentleman against whom he had a grievance. The Magistrate considered the use of the insulting expression 'fan-kwai' as contempt of Court, and very properly fined the coolie $1. The coolie paid the $1, and appealed to his master for assistance. Mr MacEwen thought the man was entitled to get his case heard and obtained for him a summons against Lieutenant Foley, R.N., who turned out to be the party complained against. The case was heard before Mr Mackean at the Police Court to-day. The coolie alleges that Lieutenant Foley beat him, and that officer, we believe, admits having given a coolie a blow on the shoulder. The dispute, it is said, arose out of some coolies taking water from a well belonging to the officer. The complainant's statement was not very clear, and it appeared that he was not the party assaulted but had acted in the matter on behalf of a friend. The case was adjourned till to-morrow, to permit of more light being got upon the matter.

IT may calm the fears of those who feel some timidity about the strength of our Navy to hear the words of Lord G. Hamilton. Speaking at the Lord Mayor's Banquet, he said:—

But speaking here before the pick of England's great commercial capital, perhaps I may be permitted in a very few words and in no spirit of boast to lay before them facts which may perhaps be unknown to some, and have been forgotten by others, and faithfully to indicate what are the real naval resources of this country. The number of Her Majesty's ships which at the present moment are in commission, both armoured and unarmoured, exceed the combined force of the three greatest naval European Powers. (Cheers.) The steam tonnage of our mercantile marine almost doubles that of the rest of the world, while the producing capacity of our private shipbuilding yards, so far as the construction of iron and steel ships is concerned, is equal to four-and-half times the total power of all other nations combined. (Hear, hear.) We have in these resources a naval reserve which is absolutely unlimited, if it be properly administered and organized.

THE *Japan Gazette* is informed that a certain number of the members of the Tokyo Lawyers' Association had waited upon Captain Drake and presented a letter from their Vice-President, announcing their willingness to send competent members of that association to assist him in his defence of the charge of manslaughter now pending against him.

THE *Hu Pao*, continuing its meteorological advices, says that a letter from Kishing states that at noon on the 27th November, a sound as of thunder was heard which lasted for seven minutes, and in the afternoon a bright object like a lantern, deep blue in colour, floated in the air to the south-east. In the afternoon it fell to the ground emitting sparks and more sound. Letters from Soochow, Sungkiang, and Zawzow, near Soochow, have already been received describing the sound.

in connection with the Nagasaki dispute it is stated that Japan and China, seeing the necessity of settling the business in a peaceful manner, as any difference between both countries would be detrimental to the general affairs of the East, have arrived at an understanding. Mr Woo-Ta-Chang is expected to come to Tokyo to formally settle what has already been pre-arranged. The programme of the new negotiations is said to be to punish three Japanese policemen and seven Chinese sailors, who were concerned in the riot, with imprisonment.—*Japan Gazette Translation.*

The *Hupao* says that a district Magistrate, in the prefecture of Foochow, who had punished some native Christians for stealing clothing from a Church, some time this year, was severely beaten by the converts last month, while in the country, hurrying the collection of the taxes. The farmers refused to pay, and incited the Christians, who bore in mind the punishment they had received at the hands of the Magistrate, to assault him severely. The matter was reported to the high authorities, on the 21st ult., and two officials were sent to investigate the affair on the 25th.

At a sitting of the Committee of Financial Control of the 1889 Paris Exhibition on Nov. 4, a rather warm discussion took place concerning the projected tower of M. Eiffel. Several speakers protested against granting a subvention for its erection, on the ground that it would be aiding a private enterprise. It was decided that a vote of subvention of one million five hundred thousand francs for the Tower should be taken, and be regarded as finally settling the question. Of the thirty-two members present, twenty-one voted in favour of granting the subvention, and eleven against it. The tower will, therefore, be constructed.

'What are you reading there, my man?' asked a foreigner in Tōkyō, addressing himself to a jinrikisha coolie, who, seated on the footboard of his vehicle, was busily conning a book. It was a bitterly cold night, and between the difficulty of fully utilizing the feeble flame of his farthing dip, keeping his book in a legible position, and at the same time looking out for a fare, the man appeared to be about as uncomfortably situated as might be. 'I am trying to learn English, Sir,' was the reply, given with all the light-hearted courtesy of the genuine Japanese. It was quite true. This jinrikisha coolie, wrapped in his threadbare blanket, was poring over a First Reader; refreshing his mind with stories of little Annie and her lambkin, the dish that pursued the spoon, and the daisies that twinkled in the dew. So it works its way, this unmusical tongue of ours. 'Syllables,' said John Selden, 'govern the world.' He might have converted the aphorism into a prediction by saying 'Anglo-Saxon syllables.'—*Japan Mail.*

M. Pasteur has given an account of his labours to the Academy of Sciences. The figures he was able to lay before that body tend strongly to confirm the general confidence in his treatment for hydrophobia. Up to the end of last month he had inoculated 2,490 persons in all, of whom 1,726 were French. Ten of these French patients have died, six of the fatal cases being children. On the other hand, M. Pasteur has knowledge of seventeen deaths in France from hydrophobia among persons who had not been inoculated. The number of Frenchmen bitten and not inoculated is unknown; but it seems reasonable to infer that the total is relatively small. In the Paris hospitals, where complete statistics are available, there have been sixty deaths from hydrophobia in five years and twenty-one deaths last year. This year there have been three only—two of non-inoculated and the third of an insufficiently inoculated patient. Some few failures early in the year led M. Pasteur to modify his treatment of special cases in August, and the results since obtained have been uniformly satisfactory.—*St. James' Budget.*

M. Henri Germain, chairman of the Credit Lyonnais, has published a second letter in the *Temps* on the financial situation of France. In the first he showed that, in the course of eight years, from 1874 to 1882, the expenditure rose in France from 2,500,000,000 frs. to 3,700,000,000 frs. 'This short period,' he says, 'sufficed to increase the annual budget of the country by 1,200,000,000 frs. Since 1882 the amount of the expenditure has remained stationary. The war of 1870 and the invasion had already increased the burden of the tax-payers by 600,000,000 frs., as the Budget of 1869 amounted to 1,900,000,000 frs. We see here a mutilated nation which has supported for a period of twelve years the burden of 1,800,000,000 frs. of new charges, and, thanks to its persevering toil and wisdom, it has not swerved from its course, in spite of the improvidence of the men by whom it has been governed. At a time of unbroken peace, the expenses of France have increased by a sum almost equal to the amount of the whole Budget of two great European Powers—Prussia and Italy. While the expenses of France have been increased by 1,200,000,000 frs., the Budgets of the five other great Powers have been augmented in the same lapse of time in a very different proportion. They have been increased by 350,000,000 frs. in England, by 200,000,000 frs. in Prussia, by 550,000,000 frs. in Russia, by 350,000,000 frs. in Austria-Hungary, and by 250,000,000 frs. in Italy.'

Speaking of the latest experiments with the torpedo the *St. James' Budget* says:—The torpedo has steadily lost credit during the long and careful series of experiments in progress at Portsmouth. First, it was shown that against a proper system of steel-wire crinolines the Whitehead is practically harmless. The nets were damaged, but the ship escaped scatheless. Nets, however, are a great encumbrance, and can only be employed when the ship is at anchor. It was important, accordingly, to test the torpedo's power against an unprotected ship. On Tuesday a Whitehead, charged with 93 lb. of gun-cotton, was lashed alongside the *Resistance*, 8 ft. below the water-line, and against the unprotected bottom of the ship. No torpedo could possibly take up so favourable a position in actual war. In spite, however, of the expectations of the assembled experts, the *Resistance* was neither shattered nor sunk. Great damage was done, but the water-tight bulkheads were uninjured, and the ship remained afloat and able to fight her guns. At the same time, of course, the torpedo might have burst the boilers, and thus indirectly destroyed the ship. But the general result of the experiments is to confirm the comparatively poor opinion of the torpedo entertained by such specialists as Admiral Mayne and Hobart Pasha.

ALLEGED ROBBERY OF $5,000 IN HONGKONG.

Another of those mysterious cases of forgery by which Chinese firms have lost, or are supposed to have lost, large sums occurred yesterday in Hongkong. The Kwang Yue Hing in Shanghai made a remittance of 3,500 Hae kwan taels, or about $5,000, to the Foo Ying Hing in Hongkong. The remittance was made in specie which was put on board the steamer *Kwang Lee*. When the shipment was made, the senders despatched a telegram to the Hongkong firm intimating the fact and stating that the bill-of-lading had been sent on by letter. On the arrival of the steamer yesterday the Hongkong firm received a letter confirming the telegram but containing no bill of lading. They waited for some time and then went to inquire after their money. The steamer they found had gone on to Whampoa, so they repaired to the office of the China Merchants Steam Navigation Company. There they were informed that the specie had been delivered to a man who had presented a bill-of-lading duly endorsed with the firm's chop. The manager of the FooYing Hing, on being shown the bill-of-lading, declared that the chop was forged and that the money had been obtained fraudulently. The police were informed of the matter and Inspector Perry is making strict enquiry into the affair. If the story put forth by the Hing is correct, the likelihood is that the bill-of-lading came by the same steamer as the specie and that some one on board got possession of it, or else it may be that some one connected with or knowing the business relations of the firm intercepted the bill-of-lading. These suppositions are probable, but cases have been known of a Chinese firm endeavouring to obtain double payment of a cheque by alleging that a forgery had been made. Doubtless the police will be able to throw some light on the matter in a few days.

CRICKET MATCH.

58th Regiment v. Garrison.

A match was begun this forenoon between two elevens representing the Regiment and the Garrison respectively. The weather was very dull throughout the day and a few showers of rain fell which made the grass rather slippery. A few good scores, however, were made. M. D. Graham scored 44 for the Regiment; and for the Garrison Col. Ryan made 30, including a splendid hit for which five runs were got, while Major Riddell made 25 and A. de C. Scanlan 22. The Garrison as yet have the best of the match, being 10 ahead of their opponents in the first innings with two wickets to fall.

58th Regiment.

A. R. H. Drew, b Porter	10
C. P. [illegible], c Porter, b Savage	6
Pte. Warburton, b Savage	6
Capt. Collinson, c Giles, b Porter	4
A. [illegible], c Scanlan, b Porter	4
M. D. Graham, c Giles, b Porter	44
E. O. Smith, c and b Giles	15
J. Little, c Porter, b Giles	0
Pte. Grant, b Giles	0
Pte. Moore, not out	[illegible]
Extras	[illegible]
Total	110

Bowling Analysis.

	Balls.	Runs.	Mdis.	Wkts.	Wds.	No Bls.
Sgt. Savage	100	42	[illegible]	2		[illegible]
Capt. Porter	60	35	[illegible]	4		[illegible]
Dr. Giles	60	[illegible]	[illegible]	3		

Garrison.

Capt. Porter, c and b Graham	[illegible]
Major Riddell, b Smith	25
A. de C. Scanlan, b Warburton	22
[illegible]	[illegible]
Corp. Brown, b Smith	[illegible]
Bomr. Giles, b Smith	[illegible]
Col. Ryan, b Smith	30
Lieut. Brooke, b Smith	[illegible]
Sgt. Savage, b Smith	[illegible]
Dr. Harris, not out	[illegible]
Lieut. [illegible]	To bat.
Gr. Williams	
Extras	[illegible]
Total	120

THE RESULT OF THE TONKIN GAMBLING-HOUSE FARM.

Not long ago the French Protectorate in Tonkin resolved with a flourish of trumpets to establish a farm of gambling houses in Tonkin. It was pointed out at the time that, considering the passion of the Asiatics for gambling, the farm was sure to prove a source of large revenue for the Protectorate. The immorality of the transaction was pooh-poohed. The end, it was said, fully justified the means. But in this as in all other cases of the same kind the immoral course has turned out finally not to be so remunerative as was supposed, and has brought with it collateral evils that more than outweigh the benefits. Here is what the *Courrier d'Haiphong* says as to the results of the farm:—

'Since the gambling houses have been opened in the large towns of Tonkin failures and bankruptcies have been numerous among the Chinese traders and merchants. Formerly the Chinaman was considered the most solid retailer. This reputation, a little exaggerated perhaps, was justified by his sobriety and the small cost of his economic style of living. But since gambling has been introduced all has changed. Gambling is the ruling passion of the Asiatic, and once he takes to it his ruin is almost certain. A certain Chinese merchant had considerable credit here and the French merchants made him reasonable advances that were justified by that credit. In one night he lost three or four thousand dollars at gambling. Next day nobody knew about it, and in virtue of the credit he possessed this merchant still obtained new advances. But after having run his course to the last the Chinaman quitted his business without paying his debts and embarked in a junk to seek his fortune elsewhere. And this is not a single case. We have under our eyes five or six other merchants who have lost heavily, and one of these days unless by some rare turn of fortune—and fortune seldom smiles on the necessitous—they will be obliged to follow this example.'

The gambling houses were created for an excellent end—to increase the revenue of the Protectorate,—but we must see that the dollars which fall in this way into the till of the Protectorate are not after all taken out of the pockets of the Europeans. The Government wished to raise a tax out of the passion for gambling of the Asiatic, but it turns out that it is we that have to pay the tax. Our merchants lose by heavy failures, and the rest of us are robbed by our 'boys'; and when investigation is made it is found that the money has gone to the gambling houses. The amount that is lost in this way in Haiphong in a year cannot be estimated in round numbers at less than $60,000. The Administration has developed this dreadful passion among the Asiatics at our expense; and it must now step in and help us out of the difficulty.

Yes, Messieurs Frenchmen, honesty always turns out to be the best policy in the long run.

THE TRIAL OF CAPTAIN DRAKE.

As there is still considerable interest manifested in the case of Captain Drake, we make no apology for reproducing the speeches which were made by Counsel and Judge at the trial. The evidence differed in no material degree to that given at the preliminary enquiry and already summarised in our columns. The trial took place in H. B. M.'s Court for Japan, sitting at Yokohama, on the 7th and 8th instant, before Mr Justice N. J. Hannen, and a jury, consisting of Messrs W. A. Crane, A. Barnard, J. A. Fraser, W. Gordon, and H. Moss.

In the indictment, Henry Charles Litchfield, Crown Prosecutor in Japan for Our Lady the Queen, charged that John William Drake, master mariner, on or about the 24th day of October, in the year of our Lord, 1886, being then in command of the British steamship *Normanton*, within the jurisdiction of this Court, did feloniously kill and slay Nakayama Kin and twenty-three others (giving their names); and for a second count to the said indictment, Henry Charles Litchfield, Crown Prosecutor in Japan for Our Lady the Queen aforesaid, charged that the said John William Drake did, at the time and place aforesaid, kill and slay several Japanese subjects, to wit 25 persons to the said Crown Prosecutor unknown.—

Mr H. C. Litchfield, Crown Prosecutor, assisted by Mr J. F. Lowder, conducted the prosecution; Mr Alfred Robinson, of Shanghai, appeared on behalf of the prisoner.

In opening the case for the prosecution, Mr Litchfield, after repeating the charges in the indictment, said it was with feelings of considerable anxiety that he approached the dealing with this case, a case which he felt must be important not only to the prisoner at the bar but also to many persons dealing and trading with Japan, situated as we are at present in this country. He was grieved to say it had been discussed in a manner open to deep regret by the native press of Japan, which, having probably for its own reasons seized the opportunity of airing its little knowledge, wrought or attempted to work mischief incalculable, especially as, he was sorry to say, it had been aided by the efforts of congeners in its own line, attempting to set race against race, and stirring up important questions utterly beside the issue that the jury had to try. For these reasons he asked them to dismiss from their minds notions of their own, to do their duty, sworn as they were to examine carefully the evidence which would be laid before them, and upon that evidence, and it only, to form an opinion and give their verdict. The offence of manslaughter, with which the prisoner was charged, was committed by a person, amongst other ways, who, by any culpable omission in the discharge of his duty connected with the preservation of life, shall cause the death of one or more individuals. Any person who by contract took on himself, or upon whom the law imposed, the duty of protecting or preserving human life—who had undertaken or thrust upon him a duty to which he had to bring all reasonable skill, energy, courage, and nerve in exercising his efforts to fulfil his duty to preserve life or limb of persons entrusted to his charge, who by any culpable act or omission, by culpable neglect of duty, precautions, or other negligence of acts which a reasonable and skilful man would take in the circumstances in which he was placed, caused the death of one or more indivduals—that man was guilty of the crime alleged in the indictment—of feloniously killing and slaying the persons entrusted to his charge. Having defined the offence with which the accused was charged, Mr Litchfield proceeded to describe the evidence he proposed to submit. In the beginning of last year the *Normanton* started from Antwerp on her voyage out to the coasts of China and Japan. She started well found, apparently, in every way. But he would be able to show the jury that she was not certificated to carry passengers, being intended chiefly as a cargo carrier. Though uncertificated, however, she did for some time carry passengers, both on the way out from Antwerp and while plying on the coast here. Well, the captain having made up his mind to carry passengers, and having carried them, it would be for the jury to consider what duties he undertook and what precautions he adopted to enable him to carry out the contract which he thus took upon himself. They would learn that at no time during the time the ship was in commission was there any drill of the crew or officers or engineers, or any part of the ship's company, in the use or management of the boats. The men, the officers even, were not assigned to their stations. It was true that from previous experience the officers knew that in case of accident they would have to discharge certain duties; that in case of danger and the crew having to take to the boats, and the boats to be lowered, the chief officer should take the port and the second officer the starboard life-boat, other positions being assigned to other officers, but in the absence of drill or the assignment of positions and posts to the men, the officers in case of accident would be almost useless. Then, as to the passengers; no attempt was made to warn them as to their conduct in case of accident, or as to the precautions that might be taken by the officers and crew in such an event. Further, on the voyage from Antwerp to Yokohama, a very important boat, the starboard pinnace, was stove in, and no attempt was subsequently made to replace her, so that the ship, when leaving this port on November 23rd, was deprived of a most important means towards the preservation of life, carrying a useless boat instead of one capable of containing 18 to 20 persons. Passing on now to the last voyage of this ill-fated steamer, he said there would be produced a Japanese broker who would give the names of the passengers for whom he engaged passages, several of whom he took on board himself, while the rest, making up the total number to 25, came on board afterwards. When this man left the ship the passengers were settling down like pilgrims to pass as comfortably as might be the short time they expected to be on board, one party taking up their quarters in the port and the other in the starboard alley-way. Mr Litchfield then described the alley-ways, and passed on to speak of the wreck. During certain manœuvres, he said, which were designed to prevent the ship from running ashore, she struck a rock which seemed to have stove in the whole after part, probably a little abaft the engine-room. Orders were given by the Captain to sound the holds, and the main hold was found to have water in it which also went in to the engine-room. Ten minutes, he supposed, were consumed in sounding the holds, and the presence of water was reported to the captain. Before this report was made, however, the captain had issued a second order—like the first, of a very proper nature. This order, to get out the boats and look after the passengers, came immediately after the first, and the crew, or part of them, who seemed to be thoroughly under command, and who behaved with bravery—in some cases with distinguished and noble bravery—immediately proceeded to get out the port life-boat and port pinnace, some, he thought the carpenter and boatswain, starting to get out the starboard life-boat—the starboard pinnace being unseaworthy. Being on davits and inboard, the boats had to be swung out, and the crew were busied in this work when the order came from the bridge to the first officer to get the anchor over the bows. It would be for the jury to judge as to the propriety of that order, but the effect of it was to stop the operations at the starboard life-boat entirely, for the first officer, carpenter, boatswain, and one or two A.B.'s went to the bows to get the anchor over, an operation which occupied 20 to 25 minutes. When this party returned to the bridge the remainder of the crew had just succeeded in getting out the port life-boat and pinnace. That would be about half an hour after the ship had struck. It was about the time that the captain ordered the boatswain to try and get the passengers towards the boats. It might be that at that time the captain thought the passengers would come willingly, or it might be that while the boatswain was forward other efforts had been made to communicate with the passengers, and get them on deck. If the latter, the captain must have known that these efforts had failed, and yet he sent one man to control 25 human beings. If force was necessary the force of one man was useless; and if persuasion the persuasion of one of the officers, of the captain himself, was more likely to be successful than that of the boatswain. It would be for the jury to consider whether the efforts the captain made to get these passengers into the boats were such as a reasonably skilful and careful man would have taken in the circumstances. Mr. Litchfield then went on to describe the attempts made to get the passengers out, and contended that four or five able seamen would have been able to run them on deck. After referring to the time that elapsed between the striking of the ship and the making of these attempts, Mr. Litchfield commented on the fact that after saving himself from the starboard life-boat when it was upset, the third officer was able to get into the pinnace in which the master was, and pointed out that the master must be assumed to have known that his first officer, boatswain, and carpenter were deprived of the means of escape, and must have known also that 25 helpless persons were on board. Yet no effort was made to rescue either his own men or the passengers. After enumerating the chief witnesses he proposed to call, he said he would ask the jury to judge whether or not the captain was culpably negligent: in not assigning positions and stations to the crew; in not repairing his unseaworthy pinnace; in not notifying the passengers in any way what conduct should govern or guide them in the case of accident; in wasting time in getting out an anchor when he was in deep water; in sending only one man to deal with the 25 passengers; in making no efforts to ascertain whether or not there was any one in the starboard alley-way, and making no efforts to get the passengers out of it; and in leaving the ship in the port pinnace before he had ascertained that every effort had been made to save men, women, and children. It was not for him to anticipate the nature of the defence or to forecast it, but if it were based on the idea that the Japanese nation and individuals were characteristic fatalists, he should tender evidence to show what the bearing of Japanese had been when placed in almost similar circumstances.

Mr Robinson said he had not the slightest intention of charging the Japanese as fatalists.

The Judge remarked that Mr Litchfield might pass away from that point.

Mr Litchfield, continuing, said the defence might be that the captain was not invested with the duty of looking after the passengers, and that, finding or imagining that he found reluctance on their part to leave the vessel, he was justified in saving his own life. But though self-preservation is the first law of nature there are circumstances, times in a man's life, when that law has to be broken. When a man who has taken upon himself the duty that the captain of a ship does, of preserving and looking after the lives of passengers, it is self-sacrifice rather than self-preservation that is the first duty of that man. There was a duty that the captain of a vessel owed to his crew, and there was a duty that the captain and crew owed to the passengers. It would be for the jury to say whether in this case these duties had been performed or whether they had been recklessly neglected by one man—that one the man who above all ought to have shown to his crew and passengers an example of energy and skill in danger.

Mr Robinson thought it should have been noticed that a Naval Court of Enquiry was held.

The Judge dissented from this view.

The prosecution then called its evidence, which bore out the statements in Counsel's Address. No evidence was called for the defence.

Mr Lowder addressed the jury for the prosecution. Let them consider now, in the first place, what was the position of the master of a vessel. He had very great authority and very great power vested in him, particularly when he was at sea. In fact he had almost unlimited power. Every person on board his ship was subject to his order, be he a member of the crew or be he a passenger on board. So subject to his orders were these people on board ship that the master of the ship had the right to use force to compel obedience to any reasonable order that he gave which was not complied with. These powers, this authority, were given to the master in order that he might be able to sustain the great responsibilities and obligations which were imposed upon him by his position, because it seemed to follow that without power to see that his orders were obeyed he could not be held responsible for anything that happened through his orders not being carried out. Now, he would not take the jury through the whole of the duties of the master of a vessel, because in the consideration of this case it was only necessary to call their attention to the duty which he considered and which he should submit to them was the paramount duty of all the various duties the master of a vessel had. The paramount duty was to take proper precautions for the saving of life, and if, through the negligence of precautions for saving life, death ensued, then he should submit that if the neglect was due to the master himself, he was guilty according to the English law of manslaughter. Now, in order to preserve life he had to take certain measures and means, according to the circumstances in which he found himself placed. The jury would recollect that on the evening of the 24th Oct. last, the *Normanton* struck a rock. The first order that was given, and this order seemed to have been given immediately after the vessel struck, was by the captain of the vessel—a very proper order indeed it was—namely to sound the holds. The carpenter and the boatswain went together to sound them, and having sounded the fore-hold went aft, but it was unnecessary to sound the after-hold because the report was made that the ship was making water aft, and further it was reported by the engineers that the water was coming into the engine-room. He presumed it was on this condition of affairs coming to the knowledge of the accused that he almost immediately gave the very proper order under the circumstances to the chief mate and the boatswain to get the boats ready and look after the passengers. That order was given immediately or very soon after the first order. Therefore the position in the mind of the master then was that there was so much danger that it was necessary to get the boats ready and the passengers into them. If that order had remained as it was and not been superseded, he thought the jury might conclude that all the lives of the passengers and crew might have been saved. The chief mate, as they heard him say yesterday, went in compliance with the first part of that order to assist in getting out the starboard life-boat, where he was occupied for a few minutes. The boatswain, in compliance also with the first part of the order, went to work on the port life-boat and the pinnace, and remained there until the port life-boat and the pinnace were swung out and ready to receive the passengers. Meantime, however, another order had been given which was to get the anchor over the bows, and this order was given to the only two people apparently on board the ship to whom the first order had been given. Now, whether it was a correct order for the master to give to get the anchor over the bows he thought perhaps they need not consider, because after all the captain was the judge of the situation, and there was nothing in the evidence to show that it was not under the circumstances a proper order to give. But counsel should ask the jury to consider whether, having superseded the order previously given to the boatswain and chief officer, he was not culpable of neglect of duty in not passing that order on to some one else. His position was this. Two boats were ready—one of them capable of holding 30 people, according to the chief mate's evidence, and the other capable of holding 18 according to the evidence of Jackson, and 17 according to the evidence of Captain Squire. Adding these numbers the jury would find that the two boats could hold 47 or 48 persons. There were 25 passengers on board, and it was known that the pinnace contained 13 people and the port life-boat 8—together 21—which added to the number of passengers made 46; therefore they had it that at that time there were boats ready, conveniently ready, to have saved the whole of the passengers and that part of the crew if the passengers had been ready to get into the boats. But it appeared from the evidence that the passengers were not ready, and at that time no attempt had been made to get them ready because the order had been superseded. This appeared to him to be the principal point in the whole case that they would have to consider—whether the accused was culpably negligent in superseding the original order that he gave in the apprehension of danger, and in not sending all available hands to save the passengers who were just below him in the alley-way. He not only had those two boats swung out and ready to receive the passengers and crew, but he also had all the hands who had been working at the boats, namely himself, two mates, two engineers, six able seamen, and two stewards, both white men—in all, 13. There were thus 13 people available at that time to have gone to the assistance of the passengers and got them into the boats. Now what happened during that 20 minutes, during which the boatswain and the chief mate were occupied in getting over the anchor? The evidence was silent as to that. The contention on the part of the Crown was that during that time the means were at hand—those two boats and plenty of hands, available at the disposal of the captain to go down and get the passengers out. Could it be doubted that even if those 11 whom he had enumerated had gone with the captain to get the passengers out of the alley-way at that time they would have been able to get them out, even though it had been necessary to use force and compulsion? Why, it stood to reason on the evidence that, supposing accused had really been animated at that time by a desire to save the lives of the passengers, he might have gone down, picked up the little boy, and carried him to a place of safety in the course of a minute and a half. With the assistance of others he might have supported and conducted the women at all events up to the boats, which might have taken a matter of three to five minutes. Could it be doubted that if this ocular demonstration of danger had been given to the passengers they would have followed the captain, even if only out of curiosity to see what he was doing with the women and child? The defence was, so far as he could gather, that those Japanese passengers wished to lose their lives; that they understood the position of danger in which they were placed, and that they refused to obey orders.

Mr Robinson—No; only that they were indifferent.

Mr Lowder said, well it would be for the jury to consider whether that was a possible defence; whether had they been apprised of their danger by such acts as he suggested to the jury they would not have been only too eager to go and get into the boats. He was referring now to the time when the chief mate, boatswain, and carpenter were engaged at the bow—a period of 15 to 20 minutes. But even after that there was no evidence that anything was done by the master towards going to the assistance of the passengers. It seemed that the order to go to their assistance was given to the boatswain and the mate, and it did not appear that it had been repeated to any one else. So far as could be seen, the master himself remained on the lower bridge near the port pinnace with several available hands in the port life-boat, and gave no orders to any of these people to go to the assistance of the passengers, nor did he go to their assistance himself after it became necessary to take to the boats. The accused made a reference to the leaving of the port life-boat, because he was heard to say it was a dirty trick of the engineers to go away and leave so many people on board. But they did not hear that any order had been given for that boat to return or that she was not to be lowered or leave the ship. Then it was undoubted that although he must have known of the capsizing of the starboard life-boat, because the third mate afterwards went into the pinnace, and though he knew that the port life boat had left the side of the ship, still when he was appealed to by the boatswain, carpenter, and chief mate for assistance, one witness said the reply was received 'all right,' and the people in the boat said they were told to pull for the ship, but could not find her, and afterwards assistance was invoked in vain. This evidence, which was undoubted, would, he thought, afford the jury a means of making up their minds as to whether the captain was animated by a desire to save life, if necessary, even at the sacrifice of his own. As a matter of fact they found that out of 39 all told 36 got into the boats. One was drowned from the starboard life-boat, and that was the only European who was lost. They had also as a fact that of 25 passengers not a single one was saved, and it was for the jury, on a careful consideration of the circumstances of the case, to say whether or not these 25 passengers or any of them lost their lives through the culpable negligence of the prisoner at the bar. Mr Lowder added that no effort whatever seemed to have been made to save the lives of the passengers who were in the starboard alley way.

Mr Robinson, in reference to what was called the supercession of the order to get out the boats, ventured to say that the order was not superseded. The work on the boats was continued, and the chief officer and the carpenter proved that by the time they had finished getting the anchor over the bows the boats were ready. How then could it be said that by giving that order and then superseding it he was guilty? Let them put themselves in the case of this captain. They had it in evidence that for close upon half an hour—25 minutes he thought was the exact time—the most experienced men of the ship, the chief officer and the boatswain, had not begun to make up their minds that the ship was in danger of foundering. And yet here was the captain on the bridge during all that time, only leaving it once, and it was complained that he did not at once rush off the bridge, put himself at the head of the stewards and the other people, look after these passengers, and leave all the rest of the ship to take care of itself. He considered that unreasonable. The captain told them to get the boats ready. They were got ready. He ordered that the passengers should be assisted but they resisted. It had been endeavoured, not quite fairly he thought, to create the impression on the minds of the jury that the captain was not a humane man, because he must have known from the third officer that there were still men on board in a dangerous position. But they had it in evidence from two of the men who were in the captain's boat that they did not see the third officer come in at all, and, if that were so, why should the captain have seen him? There was no evidence to connect him with the captain, and it was in evidence that the boat was turned and pulled for the vessel, but could not find her. Mr. Robinson, before proceeding to take up the most salient points in the evidence, pointed out that the testimony was that of the only people whom the captain could produce on his own behalf, and he was in this position, that the chief engineer and the second and third officers, who were proved to have been taking an active part in the measures which were adopted after it was discovered the ship was making water fast, were not available, and the captain's own mouth was closed. Therefore, when they had men who were not actually brought into contact with the captain saying that they did not hear or receive any order, their evidence was worth no more than that these people did hear. Nevertheless, orders were given by the captain, and, judging by the results, the orders were given by which the boats were got ready in the way that had already been described. And if reliance were placed on the accounts of what took place he thought the conduct of the Japanese passengers themselves went the full length of exonerating the captain from the responsibility for their unhappy death. If they did not come that was not a reproach to the captain. Three of the best men in the ship went to them and succeeded in getting some of them into the alley-way. Altogether, from the conclusion of the preparatory measures to the sinking of the ship, he failed to see how they could detect—he could not—a single act of culpable negligence or personal misconduct on the part of the captain. The last thing that struck him was the proceedings of the Naval Court of Inquiry. It struck him as an anomaly that a man should have the power by statute to go to a Court of the Kingdom and ask for an inquiry into his conduct; that that Court should have the power if dissatisfied of sending him home to be tried for any criminal act that might have been committed, and that, no such thing having happened, somebody else should go to the place where that Court was held and request that the first named individual should be tried again on the same evidence. Mr Robinson, in conclusion, expressed the hope that what he had said and the jury's appreciation of the evidence would lead them conscientiously to acquit the accused of any legal crime. Captain Drake had lost all that he had in the world, and all that he now had was to look to them to clear his name.

The Judge, in the course of his summing up, said:—Now, the first question you will have to address to yourselves is: Had the captain in this instance taken on himself any duty with regard to the preservation of the lives of the passengers. With regard to that, there can be no doubt that the answer to it is: Yes, he had. A captain, who goes to sea in the command of a ship, and who has passengers and a crew on board, has the very plain and absolute duty of doing all that he can—all that he reasonably can—for the protection of their lives. The next question you will have to take is: Did he neglect to perform that duty? Now, we must see exactly what the duty is before we can answer that question. What has been contended by the Crown? Mainly this: that he should have had (1) boat stations and drills; (2) that he should have directed the passengers to be forced into the boats; (3) that he should have ordered some one to look after the passengers while the chief officer went to the anchor, and (4) that he should have directed some one specifically to go to the starboard alley-way. In reality nobody ever went there. Now, it is quite clear that he did not do those things which it is alleged by the Crown he ought to have done. You may take it that he did not do those particular things.

Coming to the question as to whether or not the Captain should have used force, his Honour said:—Now, the next point alleged by the Crown is that he ought in reality to have forced the passengers into the boats. With regard to that, the first thing that one is bound to remark upon it is that he certainly had the authority. A captain when he is placed in command of a ship, has such authority that he would have been entitled to take the passengers by force and place them in the boat. The next question is: Was he bound to exercise that? That of course is again a question for you—whether he was bound, in all the circumstances of this case, to use force towards those passengers to put them in the boats. His Honour did not think that the fact that the captain did not send any one to take the first officer's place in getting the boats out when he ordered that officer to get the anchor over, was of no consequence and need not be considered, for they found that what the captain would have ordered took place exactly, the second officer taking charge of the boats. With regard to the Naval Court of Inquiry, His Honour said:—Now, to say one word with regard to the remarks which Mr Robinson thought it his duty to make with regard to the Crown not giving you any evidence as to the result of the Court of Inquiry. He returned to that subject, and it is because he returned to it that I deem it my duty to allude to it. Of that inquiry, gentlemen, it is useless, it would be affectation, to pretend that you do not know; it would be affectation to pretend that you do not know the results. But you know, although you know the result of it, that you have no right whatever to take it into consideration. And that for a very simple reason, not only because the law tells you that you must not, but because it is quite plain that the Board of Trade Inquiry—although a legal process, amounts to not much more than if two of the partners of Messrs. Adamson, Bell & Co. had sat down in their back room and entered into an inquiry and transmitted to the owners of the steamer their report. It is the duty of the Consul to inform the Board of Trade, but it has nothing to do with the criminality of those persons whose conduct is put in question at that Board of Trade Inquiry. It would be quite ridiculous that such an inquiry as that, which is instituted very often at the request of the master of the ship and is conducted by him, at which principally the evidence he brings forward is heard, should preclude people afterwards from going either civilly or criminally against the persons whom they may think wrong. It is not legal evidence, which you can take into consideration, but you will see that it is quite reasonable that it should have no influence whatever upon your judgment. What you have to determine is, whether the captain has been guilty of such negligence as to make him guilty of manslaughter on the evidence which has been given in this Court yesterday, and the arguments you have heard today. I should therefore put the case before you in this way:—Was there some negligence on the part of the prisoner in not having boat stations, in not ordering boats to be used, in not ordering more or other people to look after the passengers, in not sending specifically to each alley-way? Was he guilty of culpable negligence in these, or any of these, respects? Did such negligence cause the deaths? If you think so, you will find him guilty.

After an absence of an hour and a half, the Jury returned and the Foreman delivered the following verdict:—Verdict of Guilty. 'But the Jury desire to record their sense of the difficulties of the position in which the captain was placed, aggravated by the fact of the engineers having left the ship in the port life-boat, thereby diminishing the means of saving life at his command, and also by the unwillingness, if not actual resistance, offered by the Japanese passengers to the efforts made to get them out of the alley-way towards the boats.'

The Judge—John William Drake, the Jury, after very carefully hearing and considering your case, and hearing the able defence that has been urged upon your behalf, have found you guilty of manslaughter. The rider amounted in reality to a recommendation to mercy. I fully appreciate the difficulties in which you were placed, and which have been noticed by the jury. Nevertheless these lives have been lost, and you have been found by the jury to be guilty of manslaughter. Under these circumstances, taking everything into consideration, and taking, to the full amount that I possibly can, their recommendation and the rider they have added to their verdict, into my consideration, I am sorry to have to pass sentence upon you. I am not going to aggravate the position in which, no doubt, you are, by making any remarks, beyond this, that it cannot but be a matter of deep regret, not only to us all, but also no doubt, to you now, that you did not take such steps as would have been more effectual towards the saving of life. We have been accustomed to expect from the merchant service of England heroism and devotion to the interests of the crew and passengers that I am afraid in this case were wanting. It is my painful duty under the circumstances, and taking everything that has been said into consideration, to sentence you to three months' imprisonment.

CHINA COAST METEOROLOGICAL REGISTER.

December 20.—at 4 p.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.84	81	84	ENE	1	cf	0.75
Haiphong	29.87	71	—	SE	—	b	—
Hongkong	30.07	63	58	E	3	o	—
Amoy	30.11	70	61	NE	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.19	55	74	SW	2	b	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	—	—	—	—	—	—	—
December 21.—at 10 a.m.							
Bolinao	29.80	80	—	SE	2	o	—
Haiphong	29.90	68	—	—	0	b	—
Hongkong	30.13	63	66	NE	1	od	0.03
Amoy	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	—	—	—	—	—	—	—

The barometer is rising in Luzon and falling along the coast and gradients for N.E. winds have decreased. The temperature is low, the humidity rather low and cloudy weather prevails.

W. Doberck,
Government Astronomer.
Hongkong Observatory, December 21.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, b blue sky, c detached clouds, d drizzling, rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. Rain, in inches, tenths and hundredths.

Quotations

Hongkong, *December 21.*

OPIUM—New Patna, cash	498½/500
" Old " cash	—
" New Benares, cash	497½/470
" Old " cash	—
" New Malwa, cash	500
" Allowance, Taels	32/48
" Old Malwa, cash	520/540
" Allowance, Taels	80/96
" Persian, Oily, cash	370/430
" Allowance, Taels	16/32
" Persian, Paper tied	400/480
" Allowance, Taels	32/40

Exchange

Hongkong, *December 21.*

On London—	
Bank, Wire	3/3⅝
" On demand	3/3¾
" 30 days' sight	3/3⅞
" 4 months' sight	3/4⅛
Credits, 4 "	3/4¼
Documentary, 4 months' sight	3/4⅜
On Paris—	
On demand	4.20
Credits, 4 months' sight	4.30
On New York—	
On demand	80½
Credits, 60 days' sight	82
On Bombay—	
Wire	223
On demand	223½
On Calcutta—	
Wire	223
On demand	223½
On Shanghai—	
On demand	71⅞
30 days' sight	72¼
Gold Leaf, 100 fine	$50.85
Sovereigns	5.96

METEOROLOGICAL REGISTER.

At 4 p.m. to-day.

Barometer	30.07
Temperature	58
Humidity	81
Direction of Wind	ENE
Force	3
Weather	c

Hongkong Observatory, Dec. 21, 1886.

To Let.

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E. L. WOODIN,
Acting Superintendent.

Hongkong, November 22, 1886. 2220

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ROOMS in 'College Chambers,' No. 16, Hollywood Road.

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Hongkong, December 3, 1886. 632

Prospectus.

ABRIDGED PROSPECTUS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED.)

Incorporated under the Companies' Ordinances of Hongkong.

CAPITAL, - - - - - - $1,700,000,
Divided into 17,000 Shares of $100 each, payable as follows:—
$25 on application and $75 on allotment.

Directors:
The Honorable J. BELL-IRVING.
The Honorable F. D. SASSOON.
The Honorable A. P. McEWEN.
C. P. CHATER, Esq.
W. H. F. DARBY, Esq.
M. GROTE, Esq.
H. HOPPIUS, Esq.
E. H. HUNTINGTON, Esq.
J. S. MOSES, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Secretary:
ISAAC HUGHES, Esq.

Solicitors:
Messrs. WOTTON & DEACON.

Auditors:
Messrs. G. S. COXON and T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messrs Jardine, Matheson & Co.'s Piers and Godowns with the undertaking known as the Hongkong and Kowloon Wharf, Godown and Cargo Boat Company. The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of Messrs Matheson & Co., No. 3 Lombard Street, E.C.; in Shanghai at the offices of Messrs Jardine, Matheson & Co., and in Hongkong at the Company's Office, Pedder Street, Hongkong.

The property known as Messrs Jardine, Matheson & Co.'s Piers and Godowns consists of portions of Marine Lots Nos. 95, 96, 97 and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50,000 tons; the harf, measuring on the main front 580' × 50', on the arm 325' × 30' and on the siding 275' × 50', showing a total berthing capacity of 1180 feet; a pair of Shears capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patent tramway, 33 waggons and turn-tables.

The property of the Hongkong and Kowloon Wharf, Godown and Cargo Boat Company consists of Kowloon Marine Lots Nos. 9, 11, 20 and 21, having a Praya frontage of 1620 feet and an area of 414,000 square feet. The Godowns on these lots have a gross storage capacity of 178,200 tons; three Wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 inches broad,—(six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time)—rolling stock, including 9970 yards (or 5.66 miles) of Fowler's patent tramway, two weighing machines for waggons, 45 turn-tables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose waggons, 35 Fowler's double tipping coal waggons, 2 steam hoisting gears, the steam launches *Kowloon*, *Hongkong*, and *Heron*, 4 solid teak lighters, each capable of holding 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons.

The two undertakings above referred to have been working satisfactorily for some period.

It has been arranged to purchase Kowloon Inland Lots Nos. 211, 212, 213 and 214, having a total road frontage of 938 feet and an area of over 145,000 square feet.

Of the total Capital of $1,700,000 the sum of $1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the remaining $700,000 only is offered to the Public for subscription.

The Contracts for extending and completing the Godowns and Wharves of the Hongkong and Kowloon Wharf Godown and Cargo Boat Company will amount in all to a sum estimated not to exceed $100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have paid.

Applications for Shares will be received in London, up to and inclusive of the 15th January 1887, by Messrs Matheson & Co.; in Shanghai, up to and inclusive of the 31st December 1886, by Messrs Jardine, Matheson & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, by the Secretary; and the amount payable on application must be paid to the Hongkong and Shanghai Banking Corporation. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

Forms of applications for shares may be obtained in London from Messrs Matheson & Co., in Shanghai from Messrs Jardine, Matheson & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov., 1886. 2201

Prospectus.

THE HONGKONG HOTEL COMPANY, LIMITED.

ISSUE of $200,000 Seven Dollars per Cent. MORTGAGE DEBENTURES of $500 each, to be paid off on the 31st day of December, 1899.

Applications are invited for $200,000 in $7 per cent. Mortgage Debentures of $500 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company for the purchase of the property presently mentioned.

The Company are doing a large and increasing business as Hotel Keepers and require an extension of their premises. They have accordingly agreed to purchase the block of buildings situate on the Praya, in the occupation of Messrs Melchers & Co., and registered in the Land Office as the Remaining Portion of Marine Lot No. 7, for the price of $192,500. The property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than $40,000.

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1881, was demised to Mr F. W. Reiners for five years from that date at the annual rental of $10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a premium of $5 per centum for sums of $500 each made payable to bearer and carrying interest from the 1st day of January 1887 at the rate of $7 per centum per annum, payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December at the Hongkong and Shanghai Banking Corporation, Hongkong, or at any of its branches, at the current rate of exchange upon presentation of the coupons attached to the Debentures. The terms of subscription for each Debenture are as follows:—$5 on application and the balance on allotment, to be paid into the Hongkong & Shanghai Bank, Hongkong.

Where no allotment is made the deposit will be returned in full without any deduction but without any interest, and where the number of Debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

In case of non-payment by any applicant of the balance due on allotment the Company may forfeit the deposit and cancel the allotment, or may charge interest on the balance due at the rate of Eight Dollars per centum per annum until payment.

The necessary Application Forms can be obtained from the Company's Secretary, or at the Hongkong Hotel.

Applications, to be accompanied with Banker's Receipts for Deposits, will be received by the Secretary up to 4 p.m. on the 27th December, 1886.

The form and conditions of the Debentures can be seen at the Hotel and at the Office of Messrs Wotton and Deacon, the Company's Solicitors.

By Order of the Board of Directors,
L. HAUSCHILD,
Secretary.

Hongkong, 6th December, 1886. 2325

For Sale.

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Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

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Hongkong, January 15, 1883. 151

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Intimations.

NOTICE.

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D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

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Hongkong, June 9, 1885. 957

WINTER TIME TABLE.

THE KOWLOON FERRY.

Steam-Launch
MORNING STAR

Runs Daily as a Ferry Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 21st October, 1886.

Week Days: Leaves K'loon.	Week Days: Leaves H.K.	Sundays: Leaves K'loon.	Sundays: Leaves H.K.
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.25 "	7.30 "	8.00 "
8.50 "	9.15 "	9.00 "	10.15 "
9.40 "	10.20* "	10.30 "	10.45 "
10.40* "	10.55 "	11.00 P.M.	NOON.
11.15* "	12.25 P.M.	12.25 "	1.15 P.M.
12.45 P.M.	1.00 "	1.25 "	1.55 "
1.25 "	1.55 "	2.25 "	2.55 "
2.20 "	2.55 "	3.25 "	3.55 "
3.25 "	3.55 "	4.10 "	4.25 "
4.10 "	4.25 "	4.50 "	5.10 "
4.50 "	5.10 "	5.25 "	5.40 "
5.25 "	5.40 "	5.55 "	6.15 "
5.55 "	6.15 "	6.30 "	6.45 "
6.30 "	6.45 "	7.00 "	
7.00 "			

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

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Hongkong, November 26, 1886.

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NORDDEUTSCHER LLOYD.

NOTICE.

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The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

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ON MONDAY, the 27th day of December, 1886, at Noon, the Company's Steamship ODER, Captain Pfeiffer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

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For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 29, 1886. 2268

Mails.

NOTICE.

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
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ON TUESDAY, the 28th December, 1886, at Noon, the Company's S.S. *AMAZONE*, Commandant Bonnefoy, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th December, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, December 15, 1886. 2382

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, December 14, 1886. 2366

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Fire Department.

Policies issued for long or short periods at current rates.

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HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

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THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

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If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867. 100

NOTICE.

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NORTON & Co., *Agents.*

Hongkong, May 19, 1881. 938

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.	*Section.*
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kellett's Island to North Point.
4. From Harbour Master's to the P. and O. Co.'s Office.	10. Kowloon Wharves.
5. From P. and O. Co.'s Office to Peddar's Wharf.	11. Jardine's Wharf.
6. From Peddar's Wharf to the Naval Yard.	

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amatista	...	Anderson	Brit. str.	678	Jan. 31	Russell & Co.	...	K'loon Dock
Atalanta	5 c	Thomsen	Ger. str.	788	Dec. 18	Siemssen & Co.		
Cairngorm	4 c	Pearse	Brit. str.	1166	Dec. 18	Russell & Co.		
Crusader	5 k	Rowin	Brit. str.	648	Nov. 13	Arnhold, Karberg & Co.		
Dafila	...	Watt	Brit. str.	552	May 29	Sun Ho Hong	...	K'loon Dock
Domenico Balduino	5 c	Dodero	Italian str.	3044	Dec. 16	Carlowitz & Co.		
Don Juan	5 c	Marquez	Span. str.	482	Dec. 20	Brandao & Co.	Amoy & Manila	To-morrow
Falkenburg	4 c	Dreyer	Ger. str.	988	Dec. 21	Melchers & Co.		
Foro	5 c	Sörensen	Ger. str.	759	Dec. 18	Siemssen & Co.		
Gerda	3 h	Erichsen	Ger. str.	340	Dec. 6	Siemssen & Co.	Chefoo	
Gilsland	3 c	Potts	Brit. str.	1058	Dec. 8	Siemssen & Co.		
Glaucus	5 c	Hannah	Brit. str.	1381	Dec. 21	Butterfield & Swire	London, &c.	To-day
Glengyle	5 c	Donaldson	Brit. str.	2040	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-morrow
Greyhound	...	Thomas	Brit. str.	227	Nov. 18	Adamson, Bell & Co.	...	K'loon Dock
Guthrie	5 c	Shannon	Brit. str.	2500	Nov. 24	Russell & Co.	Sydney	To-morrow
Hailoong	5 h	Roach	Brit. str.	277	Dec. 21	Douglas Steamship Co.	Coast Ports	
Hangchow	3 c	Robinson	Brit. str.	1086	Dec. 6	Butterfield & Swire		
Iduna	3 h	Emke	Ger. str.	297	Dec. 20	A. R. Marty	Haiphong	To-morrow
Johann	3 c	Binge	Ger. str.	427	Dec. 19	Wieler & Co.	Hoihow, &c.	
Melita	2 c	Mörck	Ger. str.	339	Dec. 15	A. R. Marty	Manila	To-morrow
Namoa	5 h	Pocock	Brit. str.	826	Dec. 18	Douglas Steamship Co.	Coast Ports	To-morrow
Partridge	5 k	Staver	Brit. str.	254	July 24	Gibb, Livingston & Co.	...	Laid up
Paumben	5 c	Williams	Brit. str.	886	Dec. 3	Jardine, Matheson & Co.		
Pilot Fish	6 h	Stepani	Brit. tug.	161	June 2	H. K. & W. Dock Co.		
Protos	3 c	Sörensen	Ger. str.	1150	Dec. 16	Siemssen & Co.		
Saghalien	...	Homery	Fch. str.	3822	Nov. 27	Messageries Maritimes	...	Cos'tan Dock
Soochow	...	Koch	Brit. str.	313	Dec. 5	Chinese	...	K'loon Dock
Stentor	5 c	Edwards	Brit. str.	1324	Dec. 19	Butterfield & Swire	Amoy & Shanghai	To-morrow
St. Petersburg	6 c	Stronsky	Russ. str.	1820	Dec. 17	Melchers & Co.	Odessa, &c.	To-day
Stratheden	3 h	Hutton	Brit. str.	934	Dec. 3	Tong Kee & Co.		
Taichiow	2 h	Newton	Brit. str.	862	Dec. 16	Yuen Fat Hong	Bangkok	To-morrow
Taisang	2 h	Davies	Brit. str.	1595	Dec. 19	Jardine, Matheson & Co.	Calcutta, &c.	24th inst.
Tamsui	3 c	Fawcett	Brit. str.	919	Dec. 21	Butterfield & Swire		
Teheran	5 c	Seymour	Brit. str.	2600	Dec. 19	P. & O. S. N. Co.	Yokohama & Hiogo	23rd inst.
Velox	3 c	Kallsen	Ger. str.	636	Dec. 16	Eduard Schellhass & Co.	Saigon	To-morrow
Yangtsze	3 h	Schulz	Brit. str.	814	Dec. 21	Siemssen & Co.	Shanghai	To-morrow
Sailing Vessels								
Adolph	3 c	Focke	Ger. bg.	256	Dec. 1	Melchers & Co.	Hamburg	
Airlie	8 h	Bright	Br. 3m. sc.	236	Dec. 5	Master		
Alden Besse	5 c	O'Brien	Amer. bqe.	812	Dec. 6	Melchers & Co.	Victoria	
Basuto	7 h	Matthews	Brit. bqe.	348	Oct. 17	Order	...	Repairing
Brynhilda	8 h	Meikle	Brit. sh.	1409	Nov. 25	P. & O. S. N. Co.		
Centaur	3 c	Offersen	Ger. bqe.	468	Dec. 4	Wieler & Co.		
Claro Babuyan	3 k	Brown	Brit. bqe.	358	Nov. 28	Wieler & Co.		
Coloma	3 k	Noyes	Amer. bqe.	850	Dec. 12	Melchers & Co.		
Director	8 h	Bogart	Brit. bqe.	679	Dec. 5	Master		
Donal Ena	3 k	McRae	Bri. bqtine.	249	Nov. 30	Gonsalves & Co.		
Else	3 c	Schwartz	Ger. bg.	235	Dec. 8	Wieler & Co.		
Enos Soule	7 h	Soule	Amer. sh.	1443	Nov. 10	Ed. Schellhass & Co.		
Erminia C.	3 c	Rocio	Ital. bqe.	532	Dec. 6	Order		
Escort	3 k	Waleshouse	Amer. bqe.	604	Dec. 16	Gonsalves & Co.		
Francis B. Fay	3 k	Pettegrove	Amer. bqe.	845	Aug. 4	Melchers & Co.	London, &c.	
Fred. P. Litchfield	3 c	Young	Amer. bqe.	1042	Oct. 21	Siemssen & Co.	New York	
Grandee	5 c	Evan	Amer. sh.	1254	Aug. 23	Carlowitz & Co.	New York	
H. Printzenberg	3 c	Schoriemann	Ger. bqe.	563	Dec. 12	Melchers & Co.		
Haroline	3 c	Tibbetts	Am. 4m. sc.	1204	Dec. 19	Russell & Co.	New York	
Harvester	3 c	Taylor	Amer. sh.	1428	Aug. 25	Russell & Co.	San Francisco, &c.	
Hattie N. Bangs	3 c	Bangs	Am. bqtin.	542	Nov. 25	Gonsalves & Co.		
Hayden Brown	5 k	Havener	Amer. bqe.	812	Oct. 7	Order		
Hilda	3 c	Olin	Brit. sch.	306	Dec. 4	Captain		
Hydra	...	Binge	Ger. bqe.	785	Nov. 25	Gonsalves & Co.	Honolulu	K'loon Dock
Ingleside	3 k	Hayes	Brit. bqe.	926	Dec. 16	Master		
Jessie Renwick	3 k	Pinckney	Brit. bqe.	892	Nov. 25	Tong Sang Woo		
John C. Potter	8 h	Curtis	Amer. sh.	1182	Dec. 7	Order		
John D. Brewer	8 h	Josselyn	Amer. bqe.	926	Dec. 12	Russell & Co.		
John Trahey	5 c	Ryan	Brit. sh.	1147	Sept. 25	Melchers & Co.	San Francisco	
Lorna Doone	5 c	Lynn	Brit. bqe.	367	Dec. 18	Wieler & Co.		
Orient	3 c	Roder	Ger. bqe.	461	Nov. 21	Wieler & Co.		
Papa	3 c	Henne	Ger. bqe.	748	Sept. 24	Carlowitz & Co.	Hamburg, &c	
Ralph M. Hayward	5 k	Baxter	Am bqt ne.	574	Oct. 4	Arnhold, Karberg & Co.		
Rembrandt	5 k	Paine	Amer. sh.	1343	Oct. 17	Order		
Ringhorn	5 c	Beck	Nor. bqe.	587	Sept. 27	Eduard Schellhass & Co.		
Santa Filomena	3 k	Mendiguren	Span. sch.	448	Dec. 17	Chinese		
Sarah Hignett	5 k	Morgan	Amer. sh.	1357	Sept. 24	Eduard Schellhass & Co		
Sin Kolga	3 c	Hanson	Brit. bqe.	542	Dec. 5	Chinese.		
State of Maine	3 c	Nickels	Amer. sh.	1467	Oct. 29	P. & O. S. N. Co.		
Theodor Ruger	5 c	Meyer	Ger. sh.	1576	Nov. 14	Arnhold, Karberg & Co	London	
Titan	8 h	Allyn	Amer. sh.	1176	Dec. 19	W. Legge		
Velocity	4 c	Martin	Brit. bqe.	492	Dec. 2	Gonsalves & Co.	Honolulu	
Ventura	3 k	Estival	Span. bqe.	992	Nov. 16	Remedios & Co.		
Waltar Siegfried	3 c	Mitchell	Brit. bqe.	394	Dec. 18	Chinese		
Wandering Minstrel	5 k	Wright	Brit. bqtin.	306	April 14	Arnhold, Karberg & Co.	...	Laid up
William McGilvery	8 c	Dunlar	Amer. sh.	1210	Oct. 25	Adamson, Bell & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	Nagasaki
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Shanghai
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Yokohama
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	Nagasaki
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Daring	sloop	940	4	920	Commander Davis	Singapore
Esk	gunboats	360	3	340	——	In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Hongkong
Firebrand	gunboat	455	4	460	Lieut.-Com. D. L. Dickson	Hankow
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Hongkong
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Chefoo
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Shanghai
Midge	gun-vessel	603	4	470	Commander H. J. Robilliard	Hongkong
Rambler	sloop	830	3	690	Commander W. U. Moore	Hongkong
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Port Hamilton
Satellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
Solent	torpedo mining launch	150	—	—	——	Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Kobe
Tweed	gunboat	360	3	340	——	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Morant	Hongkong
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Hongkong
Wivern	turret-ship	2750	4	1450	——	Hongkong
Zephyr	gunboat	438	4	530	Lieut.-Com. Chas. K. Hope	Port Hamilton

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy-list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Albatross	Austrian gunboat	560	2	580	——	
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	460	Commander Rupé	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Singapore
Carola	German corvette	2130	10	2100	Captain Aschmann	Singapore
Chasseur	French cruiser	920	4	745	Captain Le Gorrec	Kobe
Comète	French gunboat	475	4	450	Lieut.-Commander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquou	Yokohama
Jaguar	French gunboat	415	2	270	Lieut.-Commander Fouet	Haiphong
Laclocheterie	French cruiser	1910	10	1920	Captain de Barbeyrac	Haiphong
Lutin	French gunboat	485	4	425	Captain Duval	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Hongkong
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Commander Rötger	Kobe
Olga	German cruiser	2100	—	—	Captain Bendemann	Singapore
Omaha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Chemulpo
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Shanghai
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain M. Buge	Singapore
Rapido	Italian cruiser	1458	5	—	Captain F. Grevalt	Yokohama
Sagittaire	French gun-vessel	—	—	—	Captain Krautz	Singapore
Sivotch	Russian cruiser	900	1	1000	Commander Suourieff	Nagasaki
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Captain Avila	Macao
Turenne	French frigate	5880	12	4250	Captain Dupuis	On a cruise
Vipere	French gunboat	480	4	425	Lieut.-Commander Lapeyrere	Haiphong
Vladimir Monomach	Russian ironclad	5756	16	7000	Captain Gildebrandt	Vladivostock
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Joeselike	Canton

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